

Order 2004-5-5
Served: May 4, 2004

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.



Issued by the Department of Transportation
on the 4th day of May, 2004

Essential air service at

**CORDOVA, GUSTAVUS, PETERSBURG,
WRANGELL, AND YAKUTAK, ALASKA**

Docket OST-1998-4899

under 49 U.S.C. 41731 *et seq.*

ORDER TENTATIVELY RESELECTING CARRIER

Summary

By this order, we are tentatively reselecting Alaska Airlines, Inc., to provide subsidized essential air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat (southeast) Alaska, for the period from October 1, 2003, through April 30, 2006, at an annual rate of \$5,723,008.

Background

Alaska Airlines has provided subsidized jet service to these five southeast Alaska cities for many years. Most recently it was reselected under Order 2002-2-6 to continue serving them with Boeing 737 jets at an annual subsidy rate of \$3,912,848, for the two-year period through September 30, 2003. The proposed rate we are tentatively authorizing in this order reflects the same level of service that Alaska Airlines has provided for a number of years.

Under our normal procedures when nearing the end of a rate term, we either issue a request for proposals, or, as in this case, we contact the incumbent carrier to determine whether it is interested in continuing service and whether it will continue to require subsidy. If the carrier wishes to continue service with subsidy, we usually negotiate a new subsidy rate with the carrier, issue an order tentatively reselecting the carrier for a new rate term at the agreed rate, and direct other parties to show cause why we should not finalize our tentative decision. Other carriers wishing to submit competing proposals are invited to do so in response to the show-cause order; if any such proposals are filed, we process them as a competitive case. Consistent with this

practice, we invited Alaska Airlines to submit a proposal for continuation of essential air service at the five southeast Alaska communities.

Carrier Service Proposal

In response to our inquiry, Alaska Airlines indicated its desire to continue to serve the five southeast Alaska communities and submitted and negotiated a renewal proposal for an additional two-year rate term. (See Appendix B to this order for a summary of the subsidy computation for Alaska Airlines.) The carrier proposes to provide daily service as follows: Cordova, one nonstop round trip to Anchorage and one one-stop round trip to Juneau; Yakutat, one one-stop round trip to Anchorage and one nonstop round trip to Juneau; Petersburg, one nonstop round trip to Juneau and one one-stop round trip to Ketchikan; and Wrangell, one nonstop round trip to Ketchikan and one one-stop round trip to Juneau. Gustavus would continue to receive seasonal service by Alaska Airlines in the 13-week peak period consisting of one daily nonstop round trip to Juneau.

Based on informal rate discussions held between the carrier and the Department staff, an annual subsidy rate of \$5,723,008 has been agreed upon for the new contract period. This reflects a very substantial increase in projected subsidy from the prior period due to modest decreases in revenues and moderate increases in expenses. Because subsidy is the difference between revenue and expenses, a small increase in expenses without concomitant increases in revenue can produce a very significant increase in subsidy. Projected revenue has decreased by 4 percent and total expenses increased by 7.5 percent from that shown in Order 2002-2-6, resulting in a projected subsidy increase of 46%. Revenue and expenses are based on Alaska's financial and operational data for the base period -- year ended June 30, 2003. The single largest cost increase is in aircraft maintenance, due to the age of Alaska's 737-200 fleet, which it uses on these routes. The carrier has not asked that the rate be calculated on the most recent fuel prices, which have increased significantly from those during the base period. Likewise, the carrier has agreed to forego its system average interest expense in recognition of the fact that the 5% profit margin provided by the Department is significantly more than the carrier has generated on its system in recent years.

Tentative Reselection

We will tentatively reselect Alaska Airlines to provide essential air service at the five southeast Alaska communities as detailed in Appendix C, for an additional two-year period through April 30, 2006, for an annual subsidy of \$5,723,008. Alaska Airlines has provided reliable service at the communities, and the rate is reasonable for the level of service provided. Alaska has provided continuous subsidized service in these markets for almost 25 years, and the communities are very supportive of Alaska's service. We find Alaska's proposal reasonable and we will tentatively adopt it in this order.

Request for Proposals

In the event any carrier other than the incumbent is interested in filing proposals, with or without subsidy requests, it should file them within 30 days of the date of service of this order. At the end of that period, our staff will notify the incumbent if a competing proposal has been filed, while keeping any such competing proposal confidential, and provide it 15 days to modify its proposal, if it so chooses. At the end of those 15 days, we will docket all proposals, thereby making them public for the first time, and direct each carrier, including the incumbent, to serve a

copy of its proposal on the civic parties and other applicants. Shortly afterwards, we would provide a summary of the proposals to the community officials and ask them to submit their final comments, including ranking their preferences for the various options, while giving full consideration to all proposals that are timely filed.¹

New Procedures

The preceding paragraph reflects streamlined carrier-selection procedures that we have introduced for the essential air service program generally. In the past, we have accepted initial carrier proposals, reviewed them, and then negotiated final proposals with each applicant before formally presenting the proposals to the community and asking for their final comments. We had found that a negotiation process was generally necessary because, in most cases, the incumbent carrier was the only one interested. In this case, if another carrier wishes to submit a proposal, we will use the new procedures.

Consequently, interested carriers should prepare their proposals with every expectation that their initial proposals will also be their final and only proposals.² We retain the discretion to further negotiate proposals with carriers when we deem it desirable; in such cases, of course, we would give all applicants the same opportunity. We also retain the discretion to reject outright all unreasonable or unrealistic proposals and resolicit a new round of proposals.

We are hereby providing interested carriers with some basic information to serve as guidance when they prepare their proposals, but we will not prescribe a precise format for their proposals. We expect proposals to adequately describe the service being proposed and the annual amount of subsidy being requested. The applicants can make their own judgments as to the level of detail they wish to present; however, they might want to include proposed schedules as well as supporting data for their subsidy requests, such as aircraft type, flight frequencies, projected block hours, passengers, revenues and expenses, completion factor, intermediate stops (if any), and whether or not upline service is contemplated. We strongly encourage clear, well-documented proposals that will facilitate their evaluation by the affected community and the Department. We do not anticipate any change in our selection criteria, or in the general provisions governing subsidy payments for essential air service.³

We encourage proposals that meet the needs of the community in an efficient manner. Carriers are also welcome to propose more than one service option, if they choose, and they need not limit

¹ In cases where a carrier proposes to provide essential air service without subsidy and we determine that service can be reliably provided without such compensation, we do not proceed with the carrier-selection case. Instead, we simply rely on that carrier's subsidy-free service as proposed.

² For this reason, we will allow carriers 30 days to submit their proposals, rather than just 20 as in the past. Also, it is incumbent on each carrier to discuss with the communities their preferences before it submits its proposals.

³ In selecting a carrier to provide subsidized essential air service, 49 U.S.C. 41733(c)(1) directs us to consider four factors: (1) service reliability; (2) contractual and marketing arrangements with a larger carrier at the hub; (3) interline arrangements with a larger carrier at the hub; and (4) community views. In addition, we have always given weight to the applicants' relative subsidy requirements. Appendix C contains the general provisions governing essential air service; as in the past, these provisions will be included in the selection order as part of the Department's authorization of subsidy for the selected service.

themselves in any way if they envision other, potentially more attractive service possibilities -- different hubs or aircraft, for example -- with subsidy requirements that remain competitive.

Essential air service for Cordova, Petersburg, Wrangell, and Yakutat, requires seven round trips per week with large aircraft having 60 seats or more. Essential air service for Gustavus requires that level of service only during the peak season, and only three round trips per week with small aircraft (up to 10 seats) during the rest of the year. The designated essential air service hubs for the five points are as follows:

Eligible Points

Cordova
Gustavus
Petersburg
Wrangell
Yakutat

Designated Hubs

Anchorage
Juneau
Juneau or Ketchikan
Juneau or Ketchikan
Juneau or Anchorage

As a general matter, we request proposals that would meet the essential air service requirements of the communities. We will entertain proposals contemplating more frequent service with smaller aircraft, especially if they would reduce required levels of subsidy and have community support. We would note that there is a great deal of community support for Alaska Airlines' service.

Service History and Traffic Data

Alaska Airlines has served these communities for a number of years. In order to help potential applicants make their traffic and revenue forecasts, we have included Appendix D showing monthly traffic data for each community for the year ended June 30, 2003.

Procedures for Filing Proposals

For interested air carriers that are not familiar with our procedures and recommended form for supplying the necessary information, we have prepared three explanatory documents that we will make available upon request. The first describes the process for handling carrier replacement cases under 49 U.S.C. 41734(f) and discusses in detail the process of seeking proposals, conducting financial and operational audits of the applicant carriers and selecting a replacement carrier. The second is an evidence request containing an explanatory statement and a copy of section 14 CFR 204.4 of the Department's regulations which deals with the information required of all applicants for authority to provide basic essential air service, and provides schedules giving our recommended form for submitting data required for determining the financial and operational ability of applicants to provide dependable air service. ⁴

⁴ Copies of these documents can be obtained from: EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, 400 7th Street, S.W., Washington, DC 20590. Telephone requests for these documents are accepted at (202) 366-1053.

Community and State Comments

The communities and State are welcome to submit comments at any time.⁵ Early in the proceeding, before final proposals are due, comments on the communities' needs would be particularly helpful to any applicants. In any event, if there are competing proposals we will provide a summary of the proposals to the civic parties and ask them to file their final comments.

Other Carrier Requirements

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.⁶ Consequently, all carriers receiving Federal subsidy to support essential air service must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those carriers whose subsidies exceed \$100,000 over the life of the rate term must also certify that they are in compliance with regulations governing lobbying activities. All carriers that plan to submit proposals involving subsidy should submit the required certifications along with their proposals. Interested carriers requiring more detailed information regarding these requirements as well as copies of the certifications should contact the Office of Aviation Analysis at (202) 366-1053. The Department is prohibited from paying subsidy to carriers that do not submit these documents.

Carrier Fitness

49 U.S.C. 41737 and 41738 require that we find a carrier fit, willing, and able to provide reliable service before we pay it compensation for essential air service. In that regard, Alaska Airlines has operated successfully for many years, and no information has come to our attention that would lead us to question the carrier's fitness. The Federal Aviation Administration has advised us that the carrier is conducting its operations in accordance with its regulations, and knows of no reason why we should not find that Alaska Airlines remains fit. Therefore, we conclude that the carrier remains fit to conduct the operations proposed here.

This order is issued under authority delegated in 49 CFR 1.56a(f).

⁵ Civic parties should file an original and five copies of their comments in Docket OST-98-4899 (43145). Comments should be addressed to: Documentary Services Division, Docket Section, SVC 124.1, Office of the Secretary, U.S. Department of Transportation, Room PL 401, 400 Seventh Street, S.W., Washington D.C. 20590.

⁶ The regulations applicable to these areas are: (1) 49 CFR Part 20 – New restrictions on lobbying; (2) 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of title VI of the Civil Rights Act of 1964; 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from Federal financial assistance; and 14 CFR Part 382 - Nondiscrimination on the basis of disability in air travel; and (3) 49 CFR Part 29 – Government-wide debarment and suspension (non-procurement) and government-wide requirements for drug-free workplace (grants).

Accordingly,

1. The Department tentatively reselects Alaska Airlines, Inc., to provide essential air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska, for the period from October 1, 2003, through April 30, 2006;
2. The Department tentatively sets the final rate of compensation for Alaska Airlines, Inc., for the provision of essential air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska, for the period from October 1, 2003, through April 30, 2006, at \$5,723,008 per year, as described in Appendix C, payable as follows: for each calendar month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceilings and shall be determined by multiplying the subsidy-eligible flights to and from the hub completed during the month by \$1,261.22 at Cordova and Yakutat and \$787.05 at Gustavus, Petersburg, and Wrangell;⁷
3. In the event objections or competing proposals are received, the rate in ordering paragraph (2) above will be effective as a final rate from October 1, 2003, until further Department action;
4. We find that Alaska Airlines, Inc., continues to be fit, willing, and able to operate as a certificated air carrier and is capable of providing reliable air service at Cordova, Gustavus, Petersburg, Wrangell, and Yakutat, Alaska;
5. We direct Alaska Airlines, Inc., to retain all books, records, and other source and summary documentation to support claims for payment and to preserve and maintain such documentation in a manner that readily permits the audit and examination by representatives of the Department. Such documentation shall be retained for seven years or until the Department indicates that the records may be destroyed, whichever comes first. Copies of flight logs for aircraft sold or disposed of must be retained. The carrier may forfeit its compensation for any claim that is not supported under the terms of this order;
6. This docket will remain open until further order of the Department; and

⁷ See Appendix C for calculations.

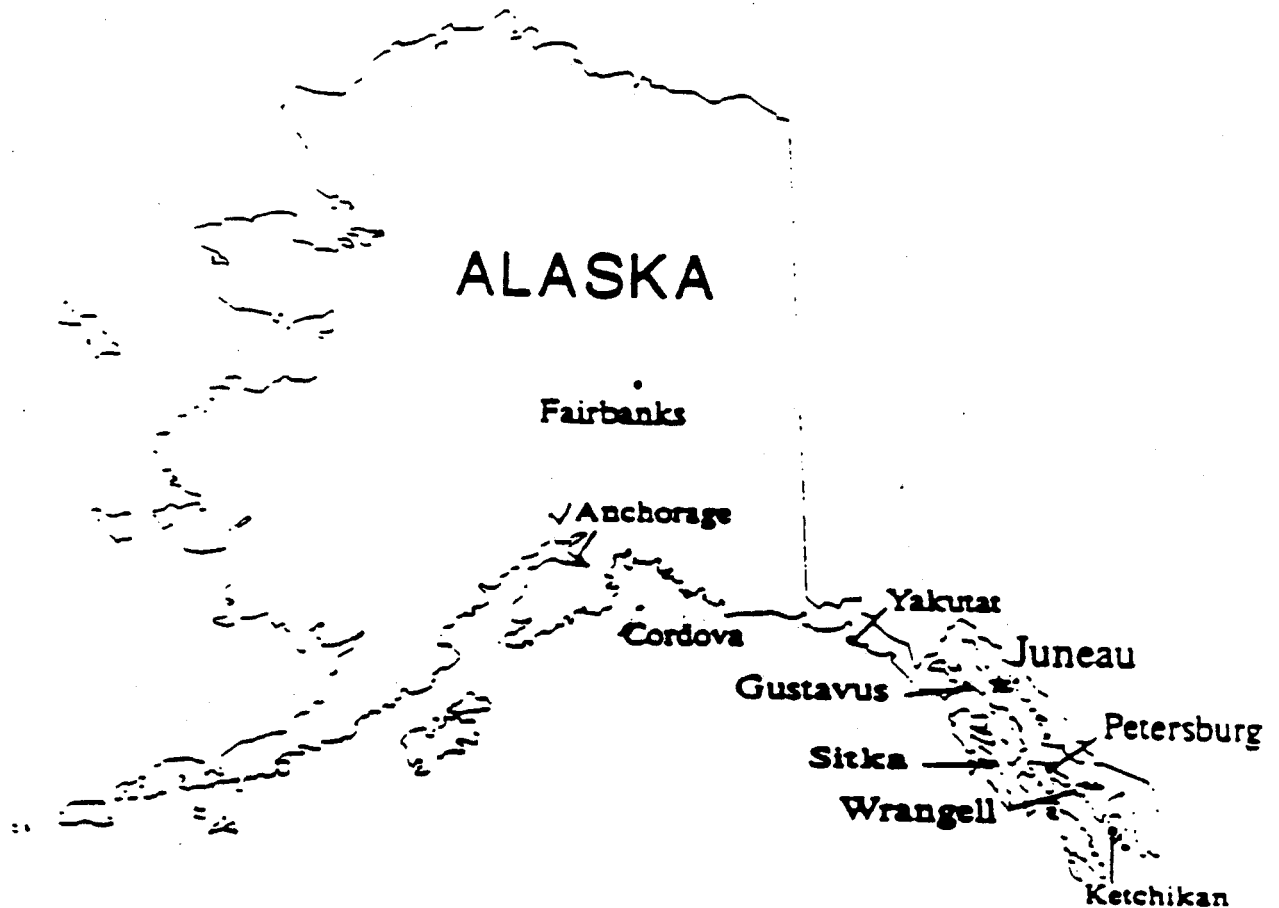
7. The Department will serve copies of this order on the appropriate civic officials, the Governor of Alaska, the Alaska Department of Transportation and Public Facilities, Alaska Airlines, and the carriers listed in Appendix E.

By:

KARAN K. BHATIA
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this document is available
on the World Wide Web at <http://dms.dot.gov>*



Airport-to-Airport Mileages

WRG-JNU	153
KTN-WRG	83
WRG-PSG	31
PSG-JNU	123
PSG-KTN	112
JNU-YAK	199
YAK-CDV	213
CDV-ANC	160
GST-JNU	41
PSG-SIT	93
YAK-ANC	372
CDV-JNU	411
GST-KTN	262

Appendix B

Alaska Airlines, Inc., Annual Subsidy Needs at Cordova, Gustavus, Petersburg,
Wrangell, and Yakutat, Alaska, Docket 4899

	PSG, WRG and GST	CDV and YAK	Total
Block Hours	1,148	1,609	2,757
Passenger	\$5,022,790	\$4,742,724	\$9,765,514
Mail	\$161,348	\$176,055	\$337,403
Freight	\$494,244	\$1,309,264	\$1,803,508
Excess Baggage	\$21,948	\$20,724	\$42,672
Charter	\$0	\$0	\$0
<u>Other</u>	<u>\$334,221</u>	<u>\$408,789</u>	<u>\$743,010</u>
Total Revenue	\$6,034,551	\$6,657,556	\$12,692,107
Flying Operations	\$1,127,000	\$1,627,465	\$2,754,465
Fuel	\$852,127	\$1,226,984	\$2,079,111
Maintenance	\$1,504,089	\$2,012,052	\$3,516,141
<u>Depreciation</u>	<u>\$310,269</u>	<u>\$415,722</u>	<u>\$725,991</u>
Direct Expense	\$3,793,485	\$5,282,223	\$9,075,708
Ground Maintenance	\$203,123	\$200,163	\$403,286
Flt. Attendant	\$240,834	\$331,500	\$572,334
Other Pax. Service	\$40,251	\$53,051	\$93,302
A/C and Traffic Service	\$2,394,956	\$2,563,979	\$4,958,935
Promotion and Sales	\$464,189	\$461,628	\$925,817
General and Administrative @ 5.5859%	\$398,657	\$496,729	\$895,386
Ground Depreciation	\$271,272	\$267,319	\$538,591
<u>Transport Related</u>	<u>\$32,472</u>	<u>\$42,374</u>	<u>\$74,846</u>
Total Indirects	\$4,045,754	\$4,416,743	\$8,462,497
Total Operating Expense	\$7,839,239	\$9,698,966	\$17,538,205
<u>Return @ 5%</u>	<u>\$391,962</u>	<u>\$484,948</u>	<u>\$876,910</u>
Total Economic Cost	\$8,231,201	\$10,183,914	\$18,415,115
Compensation @ 96% Completion	\$2,196,650	\$3,526,358	\$5,723,008

**Alaska Airlines, Inc., Essential Air Service to be Provided to Cordova and
Yakutat, Alaska, Docket OST-98-4899**

Effective Period: October 1, 2003, through April 30, 2006

Scheduled Service:

Cordova: 7 nonstop trips/week to Anchorage and 7 one-stop (Yakutat) trips/week to Juneau;

Yakutat: 7 nonstop trips/week to Juneau and 7 one-stop (Cordova) trips/week to Anchorage

Aircraft: Boeing 737 or larger.

Rate per flight:

Juneau or Anchorage

Weekly Compensation Ceiling ¹

Cordova, \$1,261,22 ²

\$35,314.16 ³

Yakutat, \$1,261.22

\$35,314.16

Note: The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate order, including the service plan outlined in the order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with this order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or completely, terminates or reduces payments for service or changes service requirements at a specific location provided for under this order, then, at the end of the period for which the Department does make payments in the agreed amounts or at the agreed service levels, the carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the parties to the agreement do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

¹ Calendar weeks that fall into separate calendar months will be treated as part of the later month for the purpose of calculating both calendar weeks per month and the monthly compensation.

² \$3,526,358 annual compensation, divided by 2,796 annual flights at the eligible points and their hubs, calculated as follows:

52 weeks x 2 communities 28 flights in each directions per community x .96 = 2,796.

³ 28 departures/arrivals per week between each point and Juneau/Ketchikan x \$787.05.

**Alaska Airlines, Inc., Essential Air Service to be Provided to Gustavus,
Petersburg, and Wrangell, Alaska, Docket OST-98-4899**

Effective Period: October 1, 2003, through April 30, 2006

Scheduled Service:

Petersburg: 7 nonstop trips/week to Juneau and 7 one-stop (Wrangell) trips/week to Ketchikan;

Wrangell: 7 nonstop trips/week to Ketchikan and 7 one-stop (Petersburg) trips per week to Juneau;

Gustavus: 7 nonstop round trips per week to Juneau, 13-week summer season only.

Aircraft: Boeing 737 or larger.

Rate per flight:

<u>Juneau or Ketchikan</u>	<u>Weekly Compensation Ceiling ¹</u>
Petersburg, \$787.05	\$22,037.40
Wrangell, \$787.05	\$22,037.40
Gustavus, \$787.05	\$11,018.7

Note: The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate order, including the service plan outlined in the order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with this order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

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¹ Calendar weeks that fall into separate calendar months will be treated as part of the later month for the purpose of calculating both calendar weeks per month and the monthly compensation.

Scheduled Traffic per T-100 Market Report, Year Ended June 30, 2003, 200 Pounds of Freight/Mail = 1 PEQ

To the Essential Air Service Community						From the Essential Air Service Community					
Origin	Dest.	Psgs.	Mail PEOs	Freight PEOs	Total PEOs	Origin	Dest.	Psgs.	Mail PEOs	Freight PEOs	Total PEOs
ANC	CDV	7,901	486.6	2,260.6	10,648.2	CDV	ANC	7,949	222.1	6,308.0	14,479.1
JNU	CDV	835	60.1	120.2	1,015.3	CDV	JNU	869	0.2	314.2	1,183.4
SEA	CDV	1,285	0.1	1,166.4	2,451.5	CDV	KTN	16	0.0	1.2	17.2
YAK	CDV	191	14.0	119.0	324.0	CDV	SEA	1,208	0.0	6,071.5	7,279.5
						CDV	SIT	1	0.0	0.0	1.0
						CDV	<u>YAK</u>	<u>143</u>	<u>9.4</u>	<u>113.2</u>	<u>265.6</u>
Cordova Totals		10,212	561	3,666	14,439	Total		10,186	232	12,808	23,226
JNU	GST	2,146	15.9	154.3	2,316.2	GST	ANC	117	0.0	9.0	126.0
SEA	GST	1,139	0.0	8.3	1,147.3	GST	JNU	3,593	87.9	36.4	3,717.2
						GST	<u>SEA</u>	<u>645</u>	<u>0.0</u>	<u>67.1</u>	<u>712.1</u>
Gustavus Totals		3,285	16	163	3,463	Total		4,355	88	113	4,555
ANC	PSG	2,282	263.8	868.9	3,414.8	PSG	ANC	2,128	105.5	1,910.5	4,144.0
JNU	PSG	7,375	404.9	272.5	8,052.4	PSG	JNU	7,696	369.7	320.0	8,385.7
KTN	PSG	2,136	438.2	113.0	2,687.2	PSG	KTN	2,138	77.8	373.5	2,589.2
SEA	PSG	4,185	21.1	533.7	4,739.8	PSG	SEA	4,142	0.5	5,068.0	9,210.5
SIT	PSG	2	0.0	0.0	2.0	PSG	WRG	455	72.2	255.8	783.0
WRG	<u>PSG</u>	<u>446</u>	<u>62.9</u>	<u>64.4</u>	<u>573.3</u>						
Petersburg Totals		16,426	1,191	1,853	19,469	Total		16,559	626	7,928	25,112
JNU	WRG	3,022	43.1	183.8	3,248.9	WRG	ANC	1,242	31.6	376.6	1,650.2
KTN	WRG	1,929	570.4	161.6	2,661.0	WRG	JNU	2,876	70.1	108.4	3,054.4
SEA	WRG	2,908	12.4	524.4	3,444.9	WRG	KTN	1,800	85.0	377.0	2,261.9
SIT	WRG	12	0.0	0.0	12.0	WRG	SEA	2,686	1.1	3,056.9	5,744.0
ANC	<u>WRG</u>	<u>1,210</u>	<u>204.6</u>	<u>502.8</u>	<u>1,917.4</u>	<u>WRG</u>	<u>SIT</u>	<u>1</u>	<u>0.0</u>	<u>0.6</u>	<u>1.6</u>
Wrangell Totals		9,081	831	1,373	11,284	Total		8,605	188	3,919	12,712
ANC	YAK	3,338	746.0	933.1	5,017.1	YAK	ANC	4,152	159.4	1,439.6	5,750.9
JNU	YAK	3,942	171.4	1,942.2	6,055.5	YAK	JNU	4,193	96.8	1,043.8	5,333.6
SEA	YAK	3,821	9.5	2,313.5	6,144.0	YAK	KTN	106	8.4	24.0	138.4
SIT	YAK	21	0.0	0.0	21.0	YAK	SEA	2,876	1.8	2,230.9	5,108.7
						YAK	<u>SIT</u>	<u>6</u>	<u>0.0</u>	<u>0.0</u>	<u>6.0</u>
Yakutat Totals		11,122	927	5,189	17,238	Total		11,333	266	4,738	16,338

Angela Cheng-Jui Lu (E-mail)
 Butch Halford (E-mail)
 Carl Siebe (E-mail)
 Cathy Antush (E-mail)
 Chuck Johnson (E-mail)
 Debbie Castignetti (E-mail)
 Del Conrad (E-mail)
 DeVany, Dennis
 Donna Murray (E-mail)
 Hank Myers (E-mail)
 James Nawrot (E-mail)
 Jerry Rock (E-mail)
 Jerry Stout (E-mail)
 John Eckles (E-mail)
 John P. Pickett (E-mail)
 Joseph Sprague (E-mail)
 Judy Mackenzie (E-mail)
 Karen Casanovas (E-mail)
 Karen Wing (E-mail)
 Ken Acton (E-mail)
 Keven Schlosstein (E-mail)
 Kevin Adams (E-mail)
 Kip Knudsen (E-mail)
 Laura Kaegebein (E-mail)
 Levon Boyagian (E-mail)
 Mara Johnson (E-mail)
 Marcia Davis (E-mail)
 Melissa hessock (E-mail)
 Michael W. Mumbach (E-mail)
 Mike Bergt (E-mail)
 Mike Hart (E-mail)
 Mike Lenorman (E-mail)
 Myers, Larry
 Norm Israelson (E-mail)
 Parbhoo, Sami <BTS>
 Paul Bowers (E-mail)
 Paul Landis (E-mail)
 Robert Everts (E-mail)
 Robert Ragar (E-mail)
 Robert Silverberg (E-mail)
 Sam Young (E-mail)
 Sandy Sinick (E-mail)
 Sascha Vanderbellen (E-mail)
 Scott Bloomquist (E-mail)
 Stankus, Bernard <BTS>
 Steve Deaton (E-mail)
 Suzanne Turner (E-mail)
 Tina Paylor (E-mail)
 William J. Jones (E-mail)

Angela.C.Lu@usps.gov
 BHalford@NorthernAirCargo.com
 carl_siebe@dot.state.ak.us
 cantush@eraaviation.com
 CJohnson@eraaviation.com
 Debra.J.Castignetti@usps.gov
 delconrad@aceaircargo.com
 Dennis.DeVany@ost.dot.gov
 Donna_Murray@murkowski.senate.gov
 Hank@MTCWorld.com
 James.A.Nawrot@usps.gov
 Jerry@evergreenak.com
 JStout@lac.lynden.com
 JEckels@NAC.aero
 John.Pickett@usps.gov
 Joe.Sprague@Alaskaair.com
 Judy@lac.lynden.com
 aaca@ptialaska.net
 kwing@evertsair.com
 acton@Alaska.net
 kschlosstein@nac.aero
 kccd@Erols.Com
 Kip_Knudson@dot.state.ak.us
 laura.kaegebein@alaskaair.com
 Levon.Boyagian@mail.house.gov
 Mara.A.Johnson@usps.gov
 mdavis@eraaviation.com
 MHesso@lac.lynden.com
 Michael.W.Mumbach@usps.gov
 MBergt@gci.net
 MikeH@lac.lynden.com
 MLenorman@ERAaviation.com
 Larry.Myers@ost.dot.gov
 Avtech@Alaska.net
 Sami.Parbhoo@bts.dot.gov
 PaulBowers@GCI.net
 plandis@eraaviation.com
 REverts@evertsair.com
 rragar@evertsair.com
 RSilverberg@sbgdc.com
 Sam.G.Young@usps.gov
 msinick@ssd.com
 sascha.vanderbellen@shawpittman.com
 ScottB@penair.com
 Bernard.Stankus@bts.dot.gov
 steven.r.deaton@usps.gov
 STurner@NorthernAirCargo.com
 TPaylor@EvertsAir.com
 William.J.Jones@email.usps.gov